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THE WAR.

JAPANESE WARSHIPS BLOCKADING VLADIVOSTOK.

Later Details of the Sinking of Japanese Steamers at Port Arthur
—Important Movements
Expected Soon—Other News.

Tokio, Feb. 26.—Vice-Admiral Togo's attempt to bottle up the Russian fleet at Port Arthur by sinking a fleet of stone-laden merchant steamers in the mouth of the harbor evidently failed, though the venture caused no loss of life and the vessels lost were not of great value.

Five ships were prepared by Vice-Admiral Togo for the attempted blockade. Four are reported to have been sunk, but the fate of the fifth is unknown here. It is presumed that it withdrew with the other Japanese vessels. The five vessels were filled with stone so as to make the obstruction permanent, and were manned by volunteer merchant crews. It was impossible to select naval officers and sailors on account of their great rivalry to participate in the daring venture.

Accompanied by four battle ships, nine cruisers and numerous vessels of the torpedo flotilla, the stone-laden steamers reached Port Arthur on Wednesday. While the fleet engaged the shore batteries the steamers made a dash for the mouth of the harbor, directly under the Russian guns.

Details of the attack have not yet been received here, but it is evident that the Russian fire sank the steamers before they reached the points planned for their foundering by the Japanese. It is said that all of the crews of the four vessels escaped in boats and were picked up by Japanese torpedo boat destroyers. The report that two of the torpedo boat destroyers were sunk by the Russians is denied.

The naval department has received a brief dispatch from the command of one of the torpedo-boat destroyers, saying that no lives and no warships were lost, and no damage was inflicted by the Russians. Pending the receipt of the official report of Vice-Admiral Togo, the naval department declines to make any announcement regarding the affair.

The five merchant vessels which were prepared for sinking were the Jinsen Maru, the Tien Tsin Maru, the Hokoku Maru, the Buyo Maru and the Bushu Maru.

Each carried five men, two steering and three firing and running the engines.

Seoul, Feb. 26.—The Korean government has decided to order the Korean troops to join the Japanese in the field.

The port of Wiju was open to foreign trade last night. The limitations to be placed on trade and other incidental matters will be discussed later. The action necessitates a harbor, so Yonghampho has been decided upon.

London, Feb. 27.—The advice received yesterday concerning China's ultimate intention to fight the Russians as allies of the Japanese are augmented in seriousness today by a dispatch received here this afternoon from Tien Tsin which states that 20,000 well equipped Chinese troops are preparing to join the Japanese detachments which were landed late yesterday on the Liao Tsing peninsula. It is also stated here that the Chinese of Manchuria are in almost hourly communication with the Japanese outposts north of the Yalu river and that in skirmish fighting which is in progress, the former are acting as guerrillas and are a terror to the poorly accoutred Russian soldiers.

Officials of the foreign office here are open in expression of the gravity of the situation, and while no expression will be given of the believed attitude of France, there is positive evidence that the republic across the channel is being watched in every move.

Eleven additional men of the secret service were dispatched to Paris this morning. This fact leaked out and is causing great comment as it practically announces that Great Britain is guarding against any surprise.

London, Feb. 27.—The landing of Japanese troops at various points on the Liao Tsing peninsula is reported to have successfully taken place yesterday and last night followed by the retreat of the Russian advance guard in their line in the rear of the strategic territory. The Russian announcement her troops are going to the front rapidly is partly confirmed.

A St. Petersburg dispatch from reliable sources says that an army of 125,000 men is already in the far east and that it is the Russians object to concentrate an immense force before striking a blow.

It is not understood what the czar will do to offset the Japanese advance on Vladivostok and Port Arthur.

Reports posted at the Russian war office are read with suspicion by the Russian people, as they were the second time deceived in glowing accounts of a Japanese defeat at last Tuesday's Port Arthur engagement, when in fact there was not a sign of a Russian victory.

St. Petersburg, Feb. 26.—A dispatch from Port Arthur, dated Feb. 26, says:

"At 1 o'clock this morning several Japanese Torpedo boats were sighted from here, with their sails set for the purpose of disguising their character. The battleship Retvizan and the shore batteries opened fire on them and continued firing until day break without any visible result."

"After daybreak a Japanese squadron, apparently conveying troops, was sighted. At a quarter past 11 the squadron came nearer and an engagement, which lasted forty minutes, ensued. There was no damage. Few shells fell in Port Arthur. It is expected here that the Japanese will attempt a landing soon."

"An inspection on the Japanese fire ships sent into this harbor on Friday 24 shows they were loaded with coal and kerosene and that electrical infernal machines had been placed in the midst of the cargo."

Washington, Feb. 26.—The Japanese have received a cable dispatch from Tokio under today's date, giving an account of the ineffectual attempt made by the Japanese to blockade the mouth of the harbor at Port Arthur, and also a brief account of the attack by the Japanese on Port Arthur yesterday morning.

The text of the dispatch was as follows:

"Vice-Admiral Kamimura reports on the 26th of February the following:

"According to the report from the torpedo flotilla which was sent for the purpose of rescuing the crews of the steamers sent to block the harbor at Port Arthur, the steamer Hokoku, on the left side of the entrance of the harbor near the light-house, and the steamer Bushu outside the entrance, were sunk purposely by the Japanese by explosion. The steamer Tenshin, Bayo and Jinsen sunk themselves on the east of the Lao Te Shan. All the crews of these steamers were picked up safely. Our destroyers and torpedo flotilla are unharmed. On the night of the 24th our destroyers again went on a scouting cruise near Port Arthur, Dalney and Pigeon Bay."

"The dawn of the 25th hour, our main squadron approached Port Arthur and bombarded the enemy's men-of-war and the forts from a distance. We saw the Novik, the Askold and the Bayan fleeing into the harbor, it thus being apparent that the blocking operation had not much effect. Our squadron then fired into the harbor and saw flames and considerable smoke. We withdrew after 15 minutes shelling. While our cruisers were thus engaged in firing, we saw one of the enemy's torpedo boats destroyed. Our squadron received no damage. Vice-Admiral Togo is still on the scene."

London, Feb. 28.—The Daily Mail's Niu Chwang correspondent says that the Retvizan is fast across the middle entrance to the harbor of Port Arthur, and that there is only room for vessels to pass between her stern and the eastern side at high water.

Dr. Wells, the Albany V S will be at Fruit livery stables every Friday of each week. Bring your horses and have them examined free of charge.

FOUR CONVICTED.

AS A RESULT OF THE POSTAL FRAUDS.

Machen Is Among the Guilty—How the Verdict Was Received—The Sentences—Other Telegraphic News.

Washington, Feb. 26.—"Guilty as indicted" was the verdict announced by the jury in the postoffice conspiracy trial shortly after 8 o'clock to night, stating at the same time that this was the verdict as to all four defendants, August W. Machen, ex-general superintendent of the rural free delivery division; George E. Lorenz, of Toledo; Samuel A. Groff and Diller B. Groff, of Washington. The jury had been out nine hours.

In the dimly-lighted room sat the four defendants, who, after the case was given to the jury, had been placed in the custody of a United States marshal and confined to the limits of the City Hall. Each wore an anxious look, and a death-like silence fell on the small crowd which had been permitted to enter the room as the clerk inquired of the foreman if a verdict had been reached. The jury to a man rose, and as the words "guilty as indicted" fell from the foreman's lips defendants and their counsel seemed appalled.

During the time the jury was out the four defendants paced up and down the hallway outside the courtroom and gave expressions to the belief that each hour the jury spent in discussing the case brought them nearer to acquittal. There was general astonishment that the jury had included in the conviction Samuel A. Groff, a Washington policeman, and inventor of the Groff fastener, as to whom Holmes Conrad, special counsel for the government, yesterday informed the jury he did not expect a conviction, and personally did not believe in his guilt.

Five ballots in all were taken. On the first ballot the vote stood seven to five for conviction; on the second, eight to four; on the third, nine to three; on the fourth, ten to two, and on the fifth the vote was unanimous.

Immediately after the verdict was rendered, Charles Douglass, in behalf of all four defendants, filed motions for a new trial, for an arrest of judgment, and for an appeal, for the purpose of having the defendants admitted to bail. Bail was then fixed at \$20,000 each, the bond of Lorenz and the two Groffs being increased from \$10,000.

When Mr. Maddox, on behalf of the Groffs, inquired as to the amount of bail to be required of them, Justice Pritchard said:

"I know no difference between these defendants. The jury has said they are guilty, and I cannot discriminate, but will treat all alike."

Next to Samuel A. Groff, the most surprised man was Machen, who said he was thunderstruck at the verdict.

Seattle, Feb. 28.—Fourteen persons lost their lives as the result of the fire on the Pacific Coast Company's steamer Queen, from San Francisco to Seattle, early yesterday morning. The origin of the fire is yet unknown. It started in the social hall of the vessel at about 4:30 in the morning and raged for three hours before it was got under control.

When the conflagration was first discovered the lifeboats, containing the women and children, and many men, were launched, but three of these, owing to the heavy seas, capsized, spilling the passengers in the water and causing the loss of nine lives. Three men, waiters on the vessel, were suffocated before they could reach the outer air safety from their bunks in the glory hole in the after part of the ship, and one woman died from exposure.

According to the stories told by passengers and crew of the Queen, which arrived in this port at 5 o'clock this afternoon, the vessel was off Tillamook and about 30 miles from land when the fire was discovered. There was a heavy sea on, and the ship was pitching badly. When smoke was discovered coming out of the social hall on the aft of the main deck of the vessel the crew was immediately routed out and the hose manned, while the

stewards went from cabin to cabin, waking up the passengers.

When Captain Cousins, commander of the vessel, discovered the extent of the fire, which embraced all the rear portion of the vessel he immediately ordered the life boats launched. Four filled with women and children and sufficient men to man them were dropped from the windward of the vessel, each containing about 16 persons. The first boat capsized almost as soon as it touched the water by getting under the stern of the ship. All the passengers in this were rescued by the other small boats, with the exception of a Miss Steiner, a first-class passenger, who was drawn under the ship when the boat capsized. The second boat capsized while being lowered. There were no passengers in this at the time, but the crew of four men were spilled out and lost. A third boat filled about half a mile from the Queen and all but four of its passengers and crew were rescued by the other small craft in the vicinity.

The lifeboats that were floated safely and two rafts that were thrown over to pick up any who might be thrown in the water, remained in the vicinity of the burning vessel and within view of it while the fire was being fought by the crew and those among the male passengers that remained on board. Every available stream of water was thrown into the burning cabin, the men working coolly and without excitement. The survivors state that every man kept his head and worked hard to subdue the flames. Despite their efforts, however, it was after 7 o'clock before the fire was under control and the signal given to the small boats to return to the vessel.

While searching through the charred timbers the eyes of searchers met a horrible sight, for, although it was known that some had been drowned, no one anticipated that death by fire had marked the accident. Four unfortunates were found, the bodies being partly incinerated. Upon this discovery a muster of passengers and crew was forthwith ordered, with the result of finding that 14 had sacrificed their lives in the accident. The vessel carried more than 200 passengers.

St. Petersburg, Feb. 26.—A dispatch from Arthur says the Japanese torpedo boat attack of February 25 resulted in a Russian success. The accurate shooting of the batteries inflicted losses on the enemy, and caused the boiler of one of the Japanese torpedo boats to explode.

Early in the morning a Japanese fleet consisting of six battle ships and four cruisers appeared on the horizon. The Russian cruisers Askold, Bayan and Novik were then in the harbor, and the Japanese torpedo boats advanced to within 30 or 35 cable lengths to attack them. The Japanese battle ships and cruisers separated, and then advanced against two Russian torpedo boats cruising in torpedo. One of the latter broke through the enemy's line under a hot fire and reached harbor.

About 10:45 o'clock a fierce engagement took place between a battleship and the Russian cruisers supported by the shore batteries. In view of the superiority of the enemy's six battleships over the three Russian cruisers, the latter were withdrawn. The enemy ceased firing at 11:25 o'clock and at 12 o'clock the Japanese cruisers which were chasing the Russian Torpedo boats began to fire on the forts, but the firing did not last long.

The Japanese maneuvering was clumsy, and in turning their vessels came so close to one another that Russian shells could be seen falling on them as they huddled together. A Japanese torpedo boat which was driven ashore near Fort Djetywol is supposed to have belonged to the flotilla which was escorting the five ships destroyed on the night of February 23.

Roseburg, Or., Feb. 27.—Another big slide at Roberts Hill, 12 miles south of here, this morning blockaded the railroad track. Today's north-bound local train transferred at noon. A steam shovel cleared the track at 5 o'clock this evening, but the slide came down again before trains could pass. It will be midnight or later before the track is again clear.

Go to Zieroll's for fresh Yaquina Bay oysters.

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Some of Our

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SPRING.

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Our Store.

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RIBBONS, SHOES,
CLOTHING, ETC.

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Domestic and Imported.

Plain and Fancy Chinaware

A large and varied line.

Orders Filled Promptly and Complete. Visit our Store—we do the rest.

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And Music Store.

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CORVALLIS, OR.

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Bed Lounges and Couches,
Bedroom Suites, Iron Bedsteads,
Maple and Ash Bedsteads, etc.
Woven Wire Springs,
Good Line of Mattresses,
Extension Tables, Center Tables,
Go Carts

Sideboards, Kitchen Safes,
Kitchen Treasures,
Dining Chairs, High Chairs,
Children's Rockers, and
Many Styles of Other Rockers.
Fine Lot Bamboo Furniture just in
Window Shades, Curtain Poles,
New Line of Wall Paper.

Also Sewing Machines, new and second-hand. Second-hand Pianos for sale and for rent. A few stoves and a few pieces of Granite ware left.

O. J. BLACKLEDGE.

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